

§ 25.771

PERSONNEL AND CARGO ACCOMMODATIONS

§ 25.771 Pilot compartment.

(a) Each pilot compartment and its equipment must allow the minimum flight crew (established under § 25.1523) to perform their duties without unreasonable concentration or fatigue.

(b) The primary controls listed in § 25.779(a), excluding cables and control rods, must be located with respect to the propellers so that no member of the minimum flight crew (established under § 25.1523), or part of the controls, lies in the region between the plane of rotation of any inboard propeller and the surface generated by a line passing through the center of the propeller hub making an angle of five degrees forward or aft of the plane of rotation of the propeller.

(c) If provision is made for a second pilot, the airplane must be controllable with equal safety from either pilot seat.

(d) The pilot compartment must be constructed so that, when flying in rain or snow, it will not leak in a manner that will distract the crew or harm the structure.

(e) Vibration and noise characteristics of cockpit equipment may not interfere with safe operation of the airplane.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-4, 30 FR 6113, Apr. 30, 1965]

§ 25.772 Pilot compartment doors.

For an airplane that has a lockable door installed between the pilot compartment and the passenger compartment:

(a) For airplanes with a maximum passenger seating configuration of more than 20 seats, the emergency exit configuration must be designed so that neither crewmembers nor passengers require use of the flightdeck door in order to reach the emergency exits provided for them; and

(b) Means must be provided to enable flight crewmembers to directly enter the passenger compartment from the pilot compartment if the cockpit door becomes jammed.

(c) There must be an emergency means to enable a flight attendant to

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enter the pilot compartment in the event that the flightcrew becomes incapacitated.

[Doc. No. 24344, 55 FR 29777, July 20, 1990, as amended by Amdt. 25-106, 67 FR 2127, Jan. 15, 2002]

§ 25.773 Pilot compartment view.

(a) *Nonprecipitation conditions.* For nonprecipitation conditions, the following apply:

(1) Each pilot compartment must be arranged to give the pilots a sufficiently extensive, clear, and undistorted view, to enable them to safely perform any maneuvers within the operating limitations of the airplane, including taxiing takeoff, approach, and landing.

(2) Each pilot compartment must be free of glare and reflection that could interfere with the normal duties of the minimum flight crew (established under § 25.1523). This must be shown in day and night flight tests under nonprecipitation conditions.

(b) *Precipitation conditions.* For precipitation conditions, the following apply:

(1) The airplane must have a means to maintain a clear portion of the windshield, during precipitation conditions, sufficient for both pilots to have a sufficiently extensive view along the flight path in normal flight attitudes of the airplane. This means must be designed to function, without continuous attention on the part of the crew, in—

(i) Heavy rain at speeds up to $1.5 V_{SR1}$ with lift and drag devices retracted; and

(ii) The icing conditions specified in § 25.1419 if certification for flight in icing conditions is requested.

(2) No single failure of the systems used to provide the view required by paragraph (b)(1) of this section must cause the loss of that view by both pilots in the specified precipitation conditions.

(3) The first pilot must have a window that—

(i) Is openable under the conditions prescribed in paragraph (b)(1) of this section when the cabin is not pressurized;

(ii) Provides the view specified in paragraph (b)(1) of this section; and